

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 02/15/2001**

MIA98FA055 File No. 340	01/09/1998	MAIDEN, NC	Aircraft Reg No. N913FE	Time (Local): 17:04 EST		
Make/Model:	Cessna / 208B			Fatal	Serious	Minor/None
Engine Make/Model:	P&W / PT6A-114		Crew	1	0	0
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	Supplemental; On-demand Air Taxi					
Type of Flight Operation:	Positioning					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Same as Accident/Incident Location				Condition of Light: Day		
Destination: GREENSBORO , NC				Weather Info Src: Weather Observation Facility		
Airport Proximity: On Airport				Basic Weather: Visual Conditions		
Airport Name: LITTLE MOUNTAIN AIRPORT				Lowest Ceiling: None		
Runway Identification: 3				Visibility: 25.00 SM		
Runway Length/Width (Ft): 3000 / 100				Wind Dir/Speed: 210 / 009 Kts		
Runway Surface: Asphalt				Temperature (°C): 13		
Runway Surface Condition: Dry				Obstr to Vision: None		
				Precipitation: None		
Pilot-in-Command	Age: 29	Flight Time (Hours)				
Certificate(s)/Rating(s)				Total All Aircraft: 4030		
Commercial; Multi-engine Land; Single-engine Land				Last 90 Days: 89		
Instrument Ratings				Total Make/Model: 860		
Airplane				Total Instrument Time: 390		

The pilot was reported to be in a hurry as he positioned two aircraft and picked up the accident aircraft for his final positioning leg. He told company personnel he had a birthday party to go to and his family confirmed this. The pilot reported to company personnel that he was departing on runway 3 and that he would report in on his arrival at the destination. No further contacts with the flight were made and the wreckage of the aircraft was discovered off the end of the departure runway about 40 minutes after his reported takeoff. Examination showed the aircraft had run off the left side of the runway about 800 feet from the end and then crossed over the runway and entered into the woods at the departure end of the runway. Postcrash examination showed no evidence of precrash failure or malfunction of the aircraft structure, flight controls, or engine. The onboard engine computer showed the engine was producing normal engine power and the aircraft was traveling at 98 knots when electrical power was lost as it collided with trees. The aircraft's control lock was found tangled in the instrument panel near the left control yoke where it is normally installed and the lock had multiple abnormal bends, including a 90 degree bend in the last 1/2 inch of the lock where it engages the control column. Removal of the control lock and checking the flight controls for freedom is on the normal pilots checklist. The pilot was also found to not be wearing his shoulder harness.

Brief of Accident (Continued)

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Time (Local): 17:04 EST

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Occurrence #1: OVERRUN

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
2. (C) SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. (C) CLIMB - NOT POSSIBLE - PILOT IN COMMAND
4. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. OBJECT - TREE(S)

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot's failure to remove the control lock prior to takeoff and his failure to abort the takeoff when he was unable to initiate a climb, resulting in the aircraft over running the runway and colliding with trees on the departure end of the runway. Contributing to the accident was the pilot's self-induced pressure to arrive at his destination to attend a family affair.